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The GoldE Building at Third and Wooster Streets, New York, is large to be sure, and one of the most completely-equipt clothing plants of its kind Here under ideal conditions, GoldE Clothes are made for all the GoldE Shops Which sell direct to you—minus all middlemen.

For clever style—high class tailoring—and a fit that fits all over—GoldE Clothes at, always \$10-and-\$15, have no equal. They play "first fiddle" in the \$20-to-\$25 class--no doubt about that!

The best way to prove these Gospel Facts is to drop around to this modern store and have our obliging salesman trot out the new suits and topcoats at, always \$10-and-\$15, for your inspection.

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"DIRECT From MAKER To WEARER"
GOLDE
CLOTHES SHOP
1228 MAIN STREET
OPP. HOTEL STRATFIELD
Wm. H. Behrre Mgr.

MAN WHO SET FATAL BLAST TOLLS STORY

"Gus Midnight" Describes
Awful Horror of Explosion in Subway.

New York, Sept. 24—The first examination of witnesses to fix blame for Wednesday's subway disaster, which resulted in seven deaths and the injury of 85 persons, will take place at 10 o'clock tomorrow morning in the Municipal building before Coroner Seabury.

The first adequate story of what took place immediately before the Seventh avenue street deck and a crowded trolley car dropped into the 30-foot subway ditch was told yesterday to District Attorney Perkins by August Mezanotte, or August Midnight, as he is known, the boss blaster who placed the fatal charge and ran away after the accident.

The blaster, who is an Italian, went to the District Attorney yesterday with a lawyer, Monroe M. Goldstein. From his explanation of his disappearance the District Attorney decided that he had run away in a panic of flight, and Mr. Perkins decided not to put him under arrest but to keep him within easy call.

The Boss Blaster's Story.

This is Midnight's story as reported later to the District Attorney:

"I went to work at 7 o'clock in the morning with six drillers, a 'powder monkey'—a man to carry dynamite and push the electric button exploding it—and an assistant. We went to the magazine at Seventh avenue and Twenty-third street and got 25-nine-ounce sticks of 40 per cent dynamite, and before setting off any of it we prefaced the blast."

"The first blast was in only one hole at the bottom of the excavation and I put three-quarters of a stick of dynamite into it. It was fired at about 7:50 o'clock and cracked the stone above slightly."

"The second blast was the one that preceded the cave-in. It was on the face of the rock, about 13 feet from the bottom of the excavation, and for it four holes about nine inches deep were used. These holes included an arched of about 13 feet. Three of the nine-ounce sticks were put into each hole. The third blast, which was never fired, consisted of two holes with three-quarters of a stick of dynamite in each. Before we began to blast, after all of the holes had been loaded, the 'monkey' took the remaining dynamite and detonators back to the magazine."

"Before the second blast I sent two drill men down toward the Twenty-fourth street end of the excavation to warn the men working there, and sent five men up with flags to stop street traffic. When I reached the street surface I saw the street car in Seventh avenue. It is the custom to stop cars and other traffic about 100 feet away. I saw one of the flagmen stop this at about that distance, or perhaps only 50 feet away, and so I signaled the 'monkey' to fire the charge."

Whole Street in Waves

"In a couple of seconds after the blast went off—maybe it was three or four seconds—the whole street seemed to begin to wave and tremble. Then it started to crash down, beginning at the end where I was standing and sagging down in the middle, then breaking up all at once with an awful noise. It didn't fly up in the middle as some people have said; it just sagged and then broke; and it was awful."

"Before I knew what I was doing I was running up Seventh avenue. I kept running, I wanted to get away from the sight. I ran to 231 West Fifty-fourth street, where my nephew Sylvio Paretti keeps a garage, and I stayed with him until the morning. I told him about the accident. I didn't know what was the best thing to do, and so I asked a lawyer, Mr. Goldstein, and he said for me to come with him to the District Attorney's office today and to tell everything I know about the accident. I don't think I want to blast any more. That is the first accident I've ever had, and I don't want any more."

Mezanotte said he was born in an Italian province in the Tyrol and came to this country in 1889. He was naturalized in 1900, he said, and lived at 6 Jones street with his wife and six children. He is 45 years old and a licensed handler of dynamite. He seemed highly nervous as he told his story yesterday, and the District Attorney's impression was that he could be relied upon to stay in the neighborhood for later appearance as a witness.

When asked if any covering had been placed over the rock previous to the second blast to keep the debris from flying out and striking the wooden structure, Mezanotte said it was not customary to cover the rock with anything. He is generally accepted theory that the blast hurled rock against the nearby structure and knocked several beams out of place, and that the others, interdependent upon one another for support, and not nailed to each other, went down like a row of dominoes.

Preparations for Inquiries.

Preliminary steps for starting other investigations were in progress all day yesterday, while several hundred laborers toiled in the twisted and splintered debris that half-filled the great ditch in Seventh avenue. Photographers were in the excavation until dark taking pictures of the spot where the dynamite charge that is supposed to have started the trouble was fired, and other features of the wreckage. These pictures are being used by the State Service Commission, which is conducting an investigation, and by the contracting company, the street car company, the State Industrial Commission and the District Attorney's office, all of which are making investigations.

By night the workmen had removed tons of the debris and had chopped to pieces the Seventh avenue street car and moved all of it but the floor and trucks. Another gang was at work all night, and it was believed that the work of clearing up the debris would be completed by tonight or tomorrow morning. It was said, however, that it probably would take almost a week to get cars for running again.

During the day the scene was visited by engineers employed by companies financially interested and by others representing investigations.

Farmer Want Ads. One Cent a Word.

HENRY FORD SEES SUBMARINE FOR THE FIRST TIME

Didn't Care to Go Under
Water But Says He
Learned Much.

New York, Sept. 24—Henry Ford saw his first submarine yesterday. The automobile builder declared he had heard a good deal about the underwater boats, but what he saw surprised him. He thought the boats were entirely too large and too complicated.

Mr. Ford went to the Brooklyn Navy Yard in a new Ford automobile. The inventor and builder looked as happy as a schoolboy on a vacation. With him were his son, Edsel Ford, and his New York manager, Gaston Plantiff.

At the yard they were met by Rear Admiral Usher, Commandant of the Navy Yard; Capt. George E. Burd, Lieut. Commander R. P. Craft, aide to the Commandant; Constructor Rock and Naval Constructor Woodruff.

"All I know is that I am going to see my first submarine," said Mr. Ford. "I don't want to go aboard and have it submerged."

No Danger of Submerging

Mr. Ford appeared pleased when told that not one of the five submarines now at the Brooklyn Navy Yard was in a condition to take a deep sea dive just then as nearly as are undergoing repairs.

The first submarine visited was the K-5, which is commanded by Lieut. Grady. Mr. Ford climbed down the steel stairway from the main deck in the after part of the boat where the engine room is located. Next he climbed through the after battery quarters, then to the operating compartment and finally to the forward battery compartment and torpedo room.

From the K-5 the party went aboard the Fulton, a submarine tender, and from there to the E-2, an other submarine, which also was resting quietly in the Navy Yard anchorage. On this trip Mr. Ford was joined by Dr. Miller Reese Hutchinson, Chief Engineer of the Edison laboratory, who told the automobile builder of his recent experiments with sea water.

Mr. Ford also was shown a new Diesel oil engine and a Talbot engine, in both of which he was interested. After another visit to the Commandant's office Mr. Ford was ready to talk.

"It was simply wonderful what I saw," he declared. "Everything in such fine order in the Navy Yard, really it could not be any better. Did I get any new ideas from my visit to the submarine? I did, I always learn something new. Can I make use of what I did see and learn? Why, yes, but about that I won't talk just now."

Mr. Ford said there was no truth in the report that he contemplated building submarines, but thought he could, however.

"I've got a man's job on my hands now and I can't look after any other," he added.

Not Member of Daniels' Board.

Mr. Ford was asked whether he had made his inspection of the submarines in connection with his office as a member of Secretary Daniels' new advisory board.

"I've heard a good deal about that board," he replied, "but haven't received any appointment. No; I don't belong to that board."

He explained that he was ready to help President Wilson, Secretary Daniels and the country in general, and was prepared to answer any call from such quarters.

He enjoyed his visit with President Wilson in Washington on Wednesday very much, he said, and the President told him a very interesting story.

"President Wilson told me yesterday," Mr. Ford continued, "that he had heard from good authority that after the Kaiser had signed his first declaration of war he had taken the pen and thrown it across the room, and then, turning to his military and other advisors, he said: 'You have made me do it; some day you will all regret it.'"

Mr. Ford said that the present submarines were entirely too expensive, and that he had in mind a gasoline submarine which would cost only one-sixteenth of what the undersea boats cost today.

It was suggested that the claim had been made that gasoline motors would not work under water. Mr. Ford said he knew better, and that he had made successful experiments in that respect. The inventor declined to go further into details.

Didn't Offer Peace Fund.

Some one asked Mr. Ford about the offer he was alleged to have made of \$10,000,000 as a peace prize.

"I never suggested such a thing to anybody at any time," replied the automobile builder. "I proposed to devote my energies and whatever means I might be able to employ toward the preservation of peace."

Mr. Ford told a reporter he was stopping at the Baltimore. At that hotel it was denied positively that he was a guest there. Later it was explained that Mr. Ford had given orders not to let any one know he was stopping there, and might have been placed in a room from where, he said, he would proceed to his home in Detroit.

ENGLAND DENIES STORIES

STORIES OF AIR ATTACK

London, Sept. 24—The British home office, in a statement referring to the German account of a raid on London, declares it contains numerous statements which are quite untrue. One, to the effect that an anti-aircraft gun has been placed under cover of St. Paul's Cathedral, the statement says, "can only be characterized as a falsehood apparently intended to excite what German aircraft are attempting to do."

PRINCE KILLED AT FRONT.

Amsterdam, Sept. 24—Prince Frederick of Thurn and Taxis, son of Prince Lennor, was killed Monday while fighting in the Dneister region in Russia, according to a Vienna despatch to the Lokai Anzeiger. He was 44 years old.

SPECIAL BOSTON FERNS

10c EACH.

"OAK RECK & SON.

The D. M. Read Co

Established 1857

For Saturday, We
Have Marked a Number of

Children's School Coats

—a grade selling
usually at \$9 to \$10—at \$5.00

These Coats are the regular \$9.00 and \$10.00 quality, made for us during the dull, summer period at a lower-than-usual figure. We are able, therefore, to underprice them as above.

Corduroy Coats

Sizes 6 to 14 years.

In navy, Copenhagen and brown. Very attractive and serviceable garments.

\$3.95

Gingham Dresses

For school wear.

Sizes 6 to 14 years.

In a wide variety of patterns including many of the newest color combinations.

\$1.00 to \$4.50

Children's Rain Capes

At \$1.95

6 to 14 years.

In good looking, serviceable checks. Cut full; and well made. Especially desirable for school wear.

At \$3.00

The "Bestyette" With rainproof school bags. Or golden rubberized, waterproof cloth. An excellent cape. Colors—plain blue and red.

Special Neckwear Cases

At 25c

Collars, Vests, Collar and Cuff Sets, Bowties, Wrist Ties, etc. New, desirable goods of unusual value at this price.

At 50c

A desirable quality at this price in all the wanted neckwear novelties. An exceptional assortment. Front of Neckwear Counter.

Long sleeve Guimpe

Extra good value in white or ecru. Sizes 36 to 44—\$1.00

Stationery

Personal Greeting Cards for Christmas.

Quite a bit ahead, to be sure, but as these are furnished to order only, it is necessary to plan considerably in advance.

"Votes for Women"

Stationery

Just received. Good, quality Linen Paper, hand stamped with the suffrage slogan. With envelopes.

per Box, 25c

Playing Cards

Special! Narrow, linen finish Bridge Cards, 2 Packs for 25c

Knit Underwear

in Fall Weights.

Children's light weight ribbed cotton Vests and Pants, high neck, short sleeves, ankle length pants.

25c

Also, medium weight, high neck, long sleeves; pants knee or ankle length.

39c

Corset Covers—Ribbed; high neck, long sleeves, etc. Made to tie at waist.

50c

All lines in Fall Underwear weights now complete.

Men's Section

Terry Robes—

Of heavy Turkish/toweling fabrics, comfortably cut. In blue-grey shade effects.

\$4.00

New Shirts—

Arriving most every day. Countless new combinations of the correct Fall colors. Soft and stiff cuffs.

\$1.50

Fall Ties—

Just in—two-toned effects in Crêtonne, changeable cassimeres weaves, etc.

50c up

New Arrow Collars—

New models to be found in our Collar Section as fast as they are announced.

UNION PACIFIC'S SPLENDID RECORD FOR SAFE TRAVEL

Carried Nearly Ten Million
Passengers Without Loss
of Life.

"Not One Passenger Killed."

If anything more remarkable in the life of concerted effort than the efficiency of the "Safety First" campaign has come into American notice of late years, we are unable to recall it.

The Union Pacific carried 9,951,384 passengers in the fiscal year ending June 30 without the loss of a single life. This includes not only passengers on trains but passengers getting on and off trains.

The report of the Interstate Commerce Commission will give the Union Pacific an absolutely clean bill of health in its fulfillment of its duty to the safety of its millions of passengers.

It is only a few years ago that the railroad men of England, when confronted with the superiority of the American railroads in many respects, would shake their heads and point gravely to the immense loss of life on our roads. The challenge was at length taken up by our railroads. Since then, simply by the will to do it, great rail systems many times as large as anything in England, have been able to bring in a record of

"not one passenger killed."

This marvelous feat was accomplished first by the intelligent appreciation of the situation by the directing minds. But the right officials are the first to say that the real credit belongs to the working employees. These men in thousands of positions have welcomed with a man's eagerness the responsibility imposed in "Safety First." They have lived up to it. America should be proud of them.

OLD PACIFIC VAMPS

WILL TAKE PART IN MUNICIPAL PARADE

An invitation extended by the Board of Fire Commissioners to the old Pacific Engine Company of this city to parade in the municipal event to be held in this city October 13, has been accepted by the old vamps and the Pacific Engine first used in this city in 1840, will again be drawn through the streets by the company many of whom, while not belonging to the organization at its origin, were later enrolled and helped in using the engine at fire.

The Pacific Engine Company was not organized until 1850.

Jack Coombs, the Brooklyn pitcher who made a wonderful "comeback," signed a three-year contract with the Robins.

THE PRETTIEST FACE and the most beautiful hands are at tea disguised by an unsightly wart. It can easily be removed in a few days without pain by using Cysto-Wart Remover. For sale everywhere. The Cysto-Wart Remover, 25c.

COL. HOUSE STOPPED AT WHITE HOUSE GATE

Washington, Sept. 24—Col. E. M. House, the guest of President Wilson, was halted unceremoniously by a White House policeman yesterday as he started to re-enter their mansion after a walk with Frank Folk, Counselor of the State Department. Colonel House was greatly surprised when a policeman stopped him and said politely:

"Visitors are not allowed to enter here."

"I am visiting the President," said Colonel House.

"How do I know that?" asked the policeman firmly.

The incident was closed when a sergeant appeared and informed the policeman that Colonel House was a guest of the President.

The conference held by Colonel House with Acting Secretary of State Polk and Assistant Secretary Phillips has given rise to reports that the Colonel may visit Europe on a peace mission. This is denied in official quarters.

WOULD INCREASE PAY OF FRENCH SOLDIERS

Paris, Sept. 24—The army committee of the Chamber of Deputies has decided to recommend that the pay of French soldiers be increased from one cent to five cents a day as from July 1, 1915. The change would mean an increased expenditure of about \$25,000,000 a year.

THE COURTLAND SCHOOL

431 WASHINGTON AVE.

MISS MARY J. MINER, Principal

Twenty-fifth year begins Thursday, Sept. 28. Booklets at the stationery

shops. Office hours: 10 a. m. to 12

m. Mondays and Saturdays excepted.

Others hours by appointment.

Sept. 24

THREE-MASTED SCHOONER HITS LEDGE AND SINKS

Hyannis, Mass., Sept. 24—The three-masted schooner Minnie Slauson, one of the veterans of the coasting fleet, came to the probable end of her career as a result of two quickly succeeding mishaps last night and early today. Captain and crew rowed ashore today and brought word that the vessel had sunk in three fathoms of water after striking on Bishop's and Clark's Ledge. Although they returned to the vessel to investigate the possibility of floating her, it was considered probable that she would be a total loss.

The Slauson, bound from Ellizhethport, N. J., for St. John, N. B., with 500 tons of coal, collided with the Handkerchief lightship last night and sank. The lightship was not damaged. The Slauson was trying to put in here for harbor when she grounded on the ledge and sank. The crew had no difficulty in getting off in their boats.

The Minnie Slauson was built at Green Ba, Wis., in 1867. She registered 271 tons net and her home port was New York.

WILL ASK CONGRESS TO STOP "TIPPING"

Washington, Sept. 24—A bill to prohibit "tipping" on sleeping and parlor cars will be offered at the forthcoming session of Congress, according to an announcement made yesterday by the bureau of Information of the Brotherhood of Locomotive Engineers and Firemen.

The bureau pointed out that "tipping" had been condemned in the report made public by the United States Commission on Industrial Relations.

B. UNION LABEL HATS

BUY LYFORD BROTHERS USE

Y. East Side and West End E

COURTLAND SCHOOL SOON TO COMPLETE QUARTER CENTURY

Will Open For Fall Term on
Thursday Next—Big
Enrollment.

Commencing the last days of a

quarter of a century of instruction to

the youth of this community Court-

land school will on Thursday, Sep-

ter 30, again open its doors for the win-

ter season.

This school so pleasantly situated,

attractive in its appearance and with

appointments second to none in this

state, is adequately equipped for its

work and it is expected that a big en-

rollment will be shown. A large and

competent corps of instructors has

been engaged.

The Courtland school has the

unique distinction of numbering

among its former pupils one or more

members of every representative fam-

ily in Bridgeport and vicinity, and

those who have attended in years past

are among the most loyal of the sup-

porters of the policies and curriculum

of the institution.

Miss Mary J. Miner, the principal,

having recovered from her recent ill-

ness, is now attending to the registra-

tion of the pupils and the school office

is open between the hours of 10 and

12 mornings, except Mondays and

Saturdays. Pretty descriptive book-

lets of the school have been prepared

and will be sent upon application to

Miss Miner.

Henry Ford visited the Brooklyn

navy yard and inspected two subma-

rines, there to gain ideas for the con-